

Table 4-8: Estimated Average Weekday Ridership by Route and Market

	Visitor Circulation	Visitor Access/ Egress	Employee/ Shopper Circulation	Total
White House/Capitol Route	3,434	6,454	4,291	14,179
Monuments Route	8,475	8,684	0	17,159
North-South Route	2,245	401	1,832	4,478
K Street Route	2,146	699	6,325	9,170
TOTAL	16,300	16,239	12,448	44,987

Table 4-9: Estimated Annual Ridership by Route and Market

	Visitor Circulation	Visitor Access/ Egress	Employee/ Shopper Circulation	Total
White House/Capitol Route	1,373,481	2,581,672	1,253,025	5,208,178
Monuments Route	3,240,467	3,320,489	0	6,560,956
North-South Route	898,173	160,557	534,849	1,593,579
K Street Route	858,276	279,679	1,846,991	2,984,946
TOTAL	6,370,396	6,342,398	3,634,864	16,347,658

The North-South Route ridership would be 66% visitor trips. The major visitor markets served by this route would use the segment connecting the Convention Center, the downtown, and the Mall. The major non-visitor markets served would be for travel between the area north of the Mall and area south of the Mall.

Only the K Street Route would serve a majority of non-visitor trips, with only 38% visitor trips. The major visitor markets served by this route would be local trips within Georgetown and trips from Metrorail to Georgetown that would transfer at Farragut or Mt. Vernon Squares. The major non-visitor markets served would be for travel along the K Street corridor and between the K Street corridor and Georgetown.

In order to determine the required frequency of service previously shown in Tables 4-3 and 4-4, ridership estimates were used to calculate passenger loads at the maximum load point on each route. This was done by first determining the origin-destination pairs that would contribute to the passenger volumes at the peak load point on each route. The average daily visitor ridership was factored up or down to reflect day-of-week and seasonal variation based on data from the Smithsonian. Non-visitor ridership was not varied seasonally, but was adjusted to reflect lower ridership levels on weekends.

4.2.4 Other Transportation Impacts

Traffic Impacts

Roadways throughout the study area carry heavy volumes of vehicle traffic and often operate during failing or near failing levels of service at peak hours. The analysis of impacts of the